

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY Hungary **PROCESSING COPY**

REPORT

SUBJECT OSP Instrument Landing Facility

DATE DISTR. -8 JUN 1957

NO. PAGES 4

REQUIREMENT NO. RD

REFERENCES

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DATE OF INFO.

PLACE & DATE ACQ.

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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A single attachment, consisting of a sketch showing the lighting equipment of Taszar airfield

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STATE	#X	ARMY	#X	NAVY	#X	AIR	#X	EBI	AEC						

(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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C-O-N-F-I-D-E-N-T-I-A-L**REPORT****COUNTRY** Hungary**DATE DISTR.** 5 Apr, 1957**SUBJECT** OSP Instrument Landing Facility**NO. OF PAGES** 3**DATE OF INFORMATION****REFERENCES:****PLACE ACQUIRED**

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THIS IS UNEVALUATED INFORMATION

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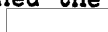
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OSP¹ Instrument Landing FacilityGeneral Information

The OSP landing system was utilized in Hungary, East Germany, and the Soviet Union. The equipment consisted of both field lighting and electronic components. Although in Hungary, non-directional homing beacons and 75mc marker beacons were utilized in the OSP system, a localizer and glide path could be incorporated into the system and would be the responsibility of the OSP squadron for maintenance and operation.

The OSP Squadron

At military airfields in Hungary, a special squadron called the OSP squadron (from the Russian letters OCH) installed, maintained, and operated the equipment comprising the OSP blind-landing system. The OSP Squadron was comprised of three detachments and had a personnel strength of 67.

- a. The Lucs Detachment maintained the landing lights at the airfield. Inclosure 1 is a  sketch of the OSP Instrument Landing System at Taszar Airfield. In addition to the installed lighting, this detachment had the following equipment packed into trucks and ready to move:
- (1) 220 transportable runway and taxiway lights
 - (2) 24 approach lights (red lights aimed at an upward angle along the approach to the runway)
 - (3) 7 lights comprising a landing "T". (Indicated direction of landing)
 - (4) 14 lights comprising a wind direction arrow (T) which was turned remotely by an operator by means of an electric motor control system.
 - (5) 4 generators, 220-volt output.
- b. The Searchlight Detachment maintained three searchlights, installed in ZIS-150 trucks, which illuminated the runway and crossed over one another at the touch-down point (See Inclosure 1).
- c. The Communication Detachment maintained the radio aids to navigation utilized in the OSP system. In Hungary these electronic facilities consisted of the following:
- (1) Outer Beacon (MF non-directional homing beacon)
 - (2) Inner Beacon (MF non-directional homing beacon)
 - (3) H F and V H F Direction Finders
 - (4) 75 mc marker beacon transmitters

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Utilization

Letdowns were accomplished utilizing the radio compass, marker beacon receiver, and radio altimeter. Three procedures were

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employed, ²the big circle, "S" angle, and standard and beacon approach.

Comments

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4. Although the radio aids utilized in Hungary were limited to those listed in paragraph 2c above, it is conjectured that localizer and glide path equipment could be incorporated into the OSP system at airfields so equipped. The designation, OSP, was used in the Soviet Zone of Germany, USSR, and Czechoslovakia and throughout the Eastern Bloc.

1. Comment: "OSP" is believed to mean Obespechenie
Slepoj Posadki (Blind Landing Security).

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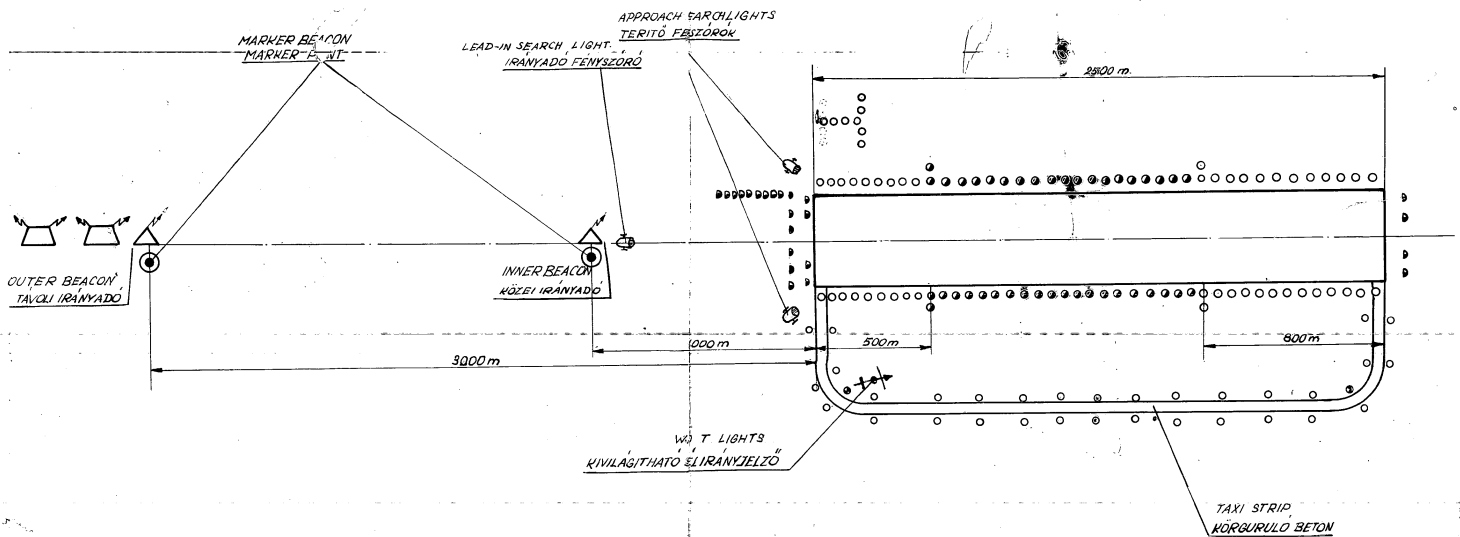
INCLOSURE 1.

~~TASZ~~ ~~RE~~ ~~TECH~~ ~~LIGHTING EQUIPMENT - FWSZ~~

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LEGEND

- | | | |
|---|--------|-------|
| ● | YELLOW | LIGHT |
| ● | VIOLET | " " |
| ○ | WHITE | " " |
| ● | GREEN | " " |
| ● | RED | " " |